

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Mayor's Cycling and Walking Challenge Fund – Romiley District Centre Improvements

Report to: (a) Werneth Area Committee **Date:** Monday, 8 March 2021
(b) Cabinet Member (Economy & Regeneration)

Report of: (b) Corporate Director for Place Management & Regeneration

Key Decision: (c) **NO / ~~YES~~** (Please circle)

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

Summary:

This report provides results of a consultation on the Mayor's Challenge Fund (MCF) proposals to improve Romiley Village Centre, in particular by reducing traffic speeds, improving cycle facilities and providing better crossing points of the main road and at side roads and seeks a recommendation that the Cabinet Member (Economy and Regeneration) approves the scheme.

Recommendation(s):

Members are requested to consider the contents of the report, noting the results of the recent consultation exercise carried out with residents and businesses around the Romiley area and recommend that the Cabinet Member (Economy & Regeneration) approves the proposed measures and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.

Relevant Scrutiny Committee (if decision called in): (d)
Communities & Housing Scrutiny Committee

Background Papers (if report for publication): (e)

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Nick Whelan
Tel: 07800 618251

'Urgent Business': (f) **YES / NO** (please circle)

Certification (if applicable)

This report should be considered as 'urgent business' and the decision exempted from 'call-in' for the following reason(s):

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as 'urgent business' was obtained on _____ /will be obtained before the decision is implemented.

Mayor's Cycling and Walking Challenge Fund – Romiley District Centre Improvements

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 Members are requested to consider the contents of the report, noting the results of the recent consultation exercise carried out with residents and businesses around the Romiley area and recommend that the Cabinet Member (Economy & Regeneration) approves the proposed measures and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.

2. BACKGROUND

- 2.1 Work has started on a Greater Manchester wide programme to make journeys on foot or by bike easier and more attractive. Greater Manchester's Cycling and Walking Commissioner has unveiled an innovative new plan to create a city region wide cycling and walking network that includes Stockport. The Bee Network will consist of more than 1800 miles of routes and will be the largest joined up system of walking and cycling routes in the UK.
- 2.2 In support of this ambition, the Mayor of Greater Manchester has allocated £160 million to the Mayor's Cycling and Walking Challenge Fund. This has been made possible thanks to the national government's Transforming Cities Fund, which is investing in public and sustainable transport to improve productivity and spread prosperity. In Stockport a number of schemes have been developed one of which is the Romiley District Centre Improvements.

3. CONSULTATION PROPOSALS

- 3.1 The consultation plans proposed to improve Romiley Village Centre, in particular by reducing traffic speeds, improving cycle facilities and providing better crossing points of the main road and at side roads. The proposals can be seen on the drawings in Appendix A and included the following:
- 3.2 A 20mph speed limit through the village on Stockport Road and Compstall Road from east of Hill Rise to west of Carlton Avenue. This will be supported by bus and cycle friendly traffic calming measures especially at side roads and crossing points. The 20mph speed limit will also cover side roads which only take access from the proposed 20mph section of Stockport Road and Compstall Road. Further 20mph speed limits on residential streets will be examined as part of the Romiley Active Neighbourhood project.
- 3.3 Improvement of side road crossing points provided by a mix of raised table junctions and the conversion of minor junctions / access points into continuous footways (which give pedestrians priority over vehicles).

- 3.4 A new Puffin crossing and footway improvements on Stockport Road between Green Lane and Hole House Fold to improve access to Aldi and Life Leisure.
- 3.5 Retention of the existing signal crossing at Hill Street with signal control linkage provided to the new crossings.
- 3.6 A new Puffin Crossing adjacent to the railway station with wider pavements, continuous footways at Hill Street and John Street, raised table junctions at Church Lane and Oakwood Road, relocation of the east bound bus stop and remodelling of the station car park access.
- 3.7 Replacement of the existing Puffin crossing adjacent to the precinct with a Parallel (segregated pedestrian and cyclist) Crossing with connecting paths to link Oakwood Road and Central Drive. Changes will include closing off the junction of Central Drive with Compstall Road to traffic to improve pedestrian and cyclist access.
- 3.8 The introduction of a mini-roundabout at the Compstall Road/ Sandy Lane junction to make it easier to get out of Sandy Lane and with islands to improve crossing points to the north and west. Proposals include raised table traffic calming at the roundabout and near the junction with Lyme Grove and raised table junctions at the Beechwood Avenue, Lyme Grove and Birch Avenue side roads.
- 3.9 A new Toucan (pedestrian and cyclist) Crossing on Compstall Road in place of the existing pedestrian island outside the Stock Dove near to Birch Avenue. The crossing will be on a raised traffic calming table to slow traffic. It will improve access to the park and the route to the Primary School. A kerb build-out is proposed to improve visibility at the junction of Carlton Avenue with Compstall Road.

4. LEGAL POSITION/IMPLICATIONS

The Traffic Management Orders would be made under Section 1 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft Order.

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

Cycle links were considered to the west of the scheme to provide a route between St David's Avenue and Hole House Fold, including a segregated cycle crossing in the same location as where the puffin crossing is currently proposed. This was discussed in detail with TfGM at a design review session and it was concluded that it did not provide a link of high strategic value. The developmental, land acquisition and capital costs associated to providing an onwards link north of the rail line on Quarry Road would have been too high to justify. The puffin crossing requires less modifications to the existing infrastructure on Stockport Road and was seen to be a more viable solution.

6. CONSULTATION

- 6.1 A public consultation was held between 9th November 2020 and 11th December 2020 with the majority of respondents supportive of the principle of the overall

scheme. A summary of the results is as follows, the full results are included in Appendix C.

6.2 **Hole House Fold to Metcalfe Drive**

New Puffin Crossing (Green Lane)

The majority of respondents agreed with the proposed Puffin Crossing on Stockport Road between Hole House Fold and Green Lane. Of the 348 respondents to this question 81% agreed and 13% disagreed, 6% neither agreed nor disagreed or didn't know.

Stockport Road / Green Lane (Duke of York Public House)

The majority of respondents agreed with the proposals to amend the Stockport Road / Green Lane junction at the Duke of York Public House. Of the 346 respondents to this question 67% agreed and 12% disagreed, 21% neither agreed nor disagreed or didn't know.

It is recommended that these measures be taken forward.

6.3 **Metcalfe Drive to west of John Street**

Coloured Surfacing (Uncontrolled Crossing)

The majority of respondents agreed with the proposed coloured surfacing at the existing pedestrian island. Of the 327 respondents to this question 74% agreed and 10% disagreed, 16% neither agreed nor disagreed.

Raised Table (Hill Street)

The majority of respondents agreed with the proposed raised table at Hill Street. Of the 329 respondents to this question 58% agreed and 29% disagreed, 13% neither agreed nor disagreed or didn't know.

It is recommended that these measures be taken forward.

6.4 **John Street to Oakwood Road**

Raised Tables (Various)

The majority of respondents agreed with the proposed installation of raised tables. Of the 331 respondents to this question 60% agreed and 29% disagreed, 11% neither agreed nor disagreed or didn't know.

New Puffin Crossing (Railway Station)

The majority of respondents agreed with the proposed Puffin Crossing on Stockport Road adjacent to the railway station. Of the 336 respondents to this question 76% agreed and 18% disagreed, 6% neither agreed nor disagreed.

Bus Stop Relocation

The majority of respondents agreed with the proposed relocation of the eastbound bus stop on Stockport Road. Of the 336 respondents to this question 54% agreed and 26% disagreed, 20% neither agreed nor disagreed or didn't know.

Compstall Road / Guywood Lane / Railway Station Access

The majority of respondents agreed with the proposed amendments to the Compstall Road / Guywood Lane / Railway Station Access junction. Of the 335 respondents to this question 58% agreed and 24% disagreed, 18% neither agreed nor disagreed or didn't know.

It is recommended that these measures be taken forward.

6.5 East of Oakwood Road to Birch Avenue

Two-Way Cycle Track

The slight, relative majority of respondents disagreed with the proposed 2-way cycle track. Of the 359 respondents to this question 41% agreed and 44% disagreed, 15% neither agreed nor disagreed or didn't know.

Crossing Upgrade (Precinct)

The relative majority of respondents agreed with the proposed upgrade of the Compstall Road crossing adjacent to the precinct. Of the 360 respondents to this question 48% agreed and 36% disagreed, 16% neither agreed nor disagreed or didn't know.

Closure of Central Drive

The majority of respondents disagreed with the proposed closure of Central Drive at Compstall Road. Of the 364 respondents to this question 33% agreed and 55% disagreed, 12% neither agreed nor disagreed or didn't know.

Following the comments received in relation to the closure of Central Drive, Stockport Council representatives met with Local Members to discuss possible alternative measures. Subsequently, the scheme was reassessed to address the concerns and in agreement with Local Members an alternative solution has been recommended. These proposals include a one-way northerly route into Central Drive, with the 20mph speed limit being extended for the extents of the one-way. The existing pedestrian

crossing is to remain in its current position and a Parallel crossing to be implemented next to the pedestrian crossing. Therefore, this will maintain access into Central Drive, whilst providing a segregated Parallel crossing for the continuation of the segregated footway and two-way cycleway, F 0824-000-013 REV A and F 0824-000-015 REV A.

Compstall Road / Sandy Lane Mini-Roundabout

The majority of respondents agreed with the proposed introduction of a mini-roundabout at Compstall Road / Sandy Lane. Of the 362 respondents to this question 62% agreed and 31% disagreed, 7% neither agreed nor disagreed or didn't know.

Raised Tables (Various Side Roads)

The majority of respondents agreed with the proposed installation of raised tables at side roads. Of the 361 respondents to this question 55% agreed and 30% disagreed, 15% neither agreed nor disagreed or didn't know.

Raised Table (Compstall Road)

The majority of respondents agreed with the proposed installation of a raised table on Compstall Road. Of the 359 respondents to this question 57% agreed and 28% disagreed, 15% neither agreed nor disagreed or didn't know.

It is recommended that the modified proposals be taken forward

6.6 **East of Birch Avenue to Tangshutts Lane**

New Toucan Crossing (Park)

The majority of respondents agreed with the proposed Toucan Crossing on Compstall Road adjacent to the park access. Of the 329 respondents to this question 74% agreed and 17% disagreed, 9% neither agreed nor disagreed.

Footway / Cycleway (Birch Avenue to Tangshutts Lane)

The majority of respondents agreed with the footway / cycleway proposals between Birch Avenue and Tangshutts Lane. Of the 328 respondents to this question 61% agreed and 17% disagreed, 22% neither agreed nor disagreed or didn't know.

Compstall Road / Carlton Avenue

The majority of respondents agreed with the proposed amendments to the Compstall Road / Carlton Avenue junction. Of the 329 respondents to this question 68% agreed and 17% disagreed, 15% neither agreed nor disagreed or didn't know.

It is recommended that these proposals be taken forward.

6.7 **20mph Speed Limit**

The majority of respondents agreed with the 20mph proposals. Of the 388 respondents to this question 70% agreed and 21% disagreed, 9% neither agreed nor disagreed or didn't know.

It is recommended that this proposal is taken forward.

6.8 **Benches**

Respondents were invited to comment on the installation of benches, those given are summarised below:

- General support for more benches, including spread / targeted, key locations;
- Objections based on there being enough already / unnecessary expense / unpleasant to sit next to a main road;
- Concern about a lack of maintenance, may attract anti-social behaviour.

It is recommended that the provision of benches is taken forward with specifications, numbers and locations to be agreed with Ward Members.

6.9 **Feature Crossings**

Respondents were invited to comment on the possible use of 'Feature Crossings', those given are summarised below:

- Support because of being a nice, fun way of marking an area, especially if unique, and could involve local children in the design. May make the crossings stand out more. Prioritise the central crossings (precinct / railway station / near school);

Objections based on unnecessary (cost), not in keeping / character, could look untidy when worn, may be open to vandalism, may be a dangerous

It is recommended that the provision of feature crossings is taken forward with designs and locations to be agreed with Ward Members.

- distraction / confusing, not helpful for certain disabilities.

Additional Comments and Designers Responses

| Comments | Designers Response |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Suggestion to extend 20mph speed limit | 20mph speed limits are generally used where there are higher levels of pedestrian movements, for example in front of shops. The expected speed limit on a Distributor Route in a built-up area outside of a District Centre would be 30mph. |
| Speeding into slip road near Green Lane | Kerb realignment at the entry point into the slip road already being proposed at this location to help reduce speeds and improve crossing points. |
| Buses affecting live traffic | Bus companies prefer buses to stop in live lane as it helps keep to timetables as they do not need to wait to pull out. |
| Bollards between Hole House Fold and Green Lane | Bollards are being proposed to prevent footway parking where footway widths permit with desired footway widths being maintained. |

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| Air pollution due to number of crossings | This is being proposed as a 20mph area and therefore if used properly should not have any significant impact on air pollution. If it brings about a shift to more walking and cycling trips it should help reduce vehicle trips and consequently pollution. |
| Congestion due to number of crossings | The 5 crossings are located at strategic locations along Stockport Road and Compstall Road to provide north-south pedestrian and cycle links and should not have any significant impact on traffic flows. |
| Proposed crossing near Hole House Fold is in the wrong location and concerns with forward visibility to crossing | Relevant advanced signage will be implemented for the crossing for approaching road users. Crossing is suitably located for available road space, accessibility and footway links. |
| Bus stop relocation near Green Lane | The bus stop is being relocated further east with the footway being built out where the existing bus lay-by is currently located, which should improve visibility at the junction with Green Lane and provide forward visibility to signal heads |
| Replace signalled controlled crossings with uncontrolled crossings | Signalled controlled crossings are better suited for a District Distributor Route due to large traffic flows and to provide safe crossing locations for pedestrians and cyclists. |
| Slip road closure near Green Lane | There would be more pressure on the Green Lane junction with increased traffic movements. Closing off the slip road would restrict the access for the properties on the slip road and for the residential estate to the south. This would also remove the parking facilities for the properties on the slip road. |
| Suggestion for the introduction of cycle links to the west of the scheme | Cycle links were considered in this location to provide a route between St David's Avenue and Hole House Fold, including a segregated cycle crossing in the same location as where the puffin crossing is currently proposed. This was discussed in detail with TfGM at a design review session and it was concluded that it did not provide a link of high strategic value. The costs associated to providing an onwards link north of the rail line on Quarry Road would have been too high. The puffin crossing requires much less changes to the existing infrastructure on Stockport Road and was seen to be a more viable solution. |
| Concerns with safety of build outs | Desirable lane widths will be maintained at the location of the build-outs and it is the responsibility of the driver of the vehicle to drive in a safe manner as the road layout permits. |
| Speed tables and junction tables not required | Speed tables and Junction tables are designed to slow down approaching traffic which should provide a safer environment for vulnerable road users. |
| Concerns with noise and vibration due to vertical traffic calming | With regards to concerns with noise and vibration, it may well be that noise and vibration from the road hump can be perceived but such vibration is not likely to be causing damage to the property. The speed table ramps to be provided will be at a relatively shallow 1:15 gradient which is less steep than the gradient of the current speed |

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| | cushions. In addition the speed tables are longer such that vehicles ride up onto them and then off as opposed to riding over the cushions. |
| Suggestion for the introduction of cycle lanes throughout the whole of the scheme | Cycle lanes were considered across the district centre. Unfortunately, there is not enough space to provide segregated cycle facilities on the full length of Stockport Road / Compstall Road and shared use facilities are not accepted as a viable solution on shop frontages due to the risk of collisions between pedestrians and cyclists. |
| Suggestion of using speed cameras | The introduction of a speed camera is determined by specific criteria which includes a certain number of accidents along with excessive speeds. The Greater Manchester Casualty Reduction Partnership determines the criteria at which enforcement would be considered. It would not meet criterion for introducing them. |
| Concerns with parking bays causing an obstruction to the highway | Existing lane widths will be maintained at the location of the parking bays and it is the responsibility of the driver of the vehicle to park in a safe manner, not obstructing the live running lanes. |
| Concerns with the proposed closure of Central Drive | Following the consultation responses, other measures are now being proposed for Central Drive |
| Concerns with the cycle track within the footway on Compstall Road | The cycle tracks are located at strategic locations along Stockport Road and Compstall Road to provide north-south cycle links, whilst maintaining adequate footway widths for pedestrians. |
| Concerns with Guywood Lane and Romiley Station car park junction | Kerb realignment at the entry point into the station car park and Guywood Lane is being proposed at this location to help reduce speeds and improve crossing points. Vehicle swept paths have been checked and are adequate. |
| Concerns with alterations to existing stone wall near Guywood Lane | The stone wall is proposed to be altered to provide a bus shelter for the bus stop and will be reconstructed using similar materials on a new alignment. |
| Concerns with loss of parking bays | The parking bays are being removed to provide forward visibility to Puffin crossing. |
| Concerns with residential areas being used at rat runs | Residential areas are under review as part of the Romiley Active Neighbourhood initiative. Further consultation will take place over this in 2021. |
| Suggestions to introduce a roundabout at the junction with Compstall Road and Guywood Lane | Insufficient road space or land available for roundabout. |
| General queries relating to bus stop relocation near Guywood Lane | The bus stop is being relocated for the proposed Puffin crossing. |
| Visibility concerns relating to bus stop relocation | We are restricted to the proposed bus stop position west of Guywood Lane. We cannot place the bus stop to the east of Guywood Lane as this would cause more severe intervisibility issues with right turning vehicles on to Stockport Road. |
| Suggestion for traffic signals at the junction of Guywood Lane and Stockport Road | Traffic signals have been considered at Guywood Lane but were discounted due to spatial constraints. An option was also considered to signalise Guywood Lane / Beech |

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| | Lane / Stockport Road / Compstall Road to provide a north / south link for cyclists beneath the rail bridge. This option was discussed with TfGM and discounted due to safety concerns. |
| Concerns with safety of continuous footways | Continuous footways are generally used at minor junctions with very low traffic movements and/or where there are high levels of footfall, for instance in District Centres near shops. Pedestrians should still be aware when using this facility. |
| Suggestions to introduce a roundabout at the junction with Compstall Road and Guywood Lane | Insufficient road space or land available for roundabout. |
| Concerns with proposed roundabout | The proposed roundabout will replace the existing junction to help improve traffic movement through the junction and along with a raised table, should also act as a traffic calming feature and should not have any significant impact on traffic flows. |

6.10 Further details of the overall consultation can be found in the attached report *Romiley District Centre Improvements Consultation Report* at Appendix C.

7. FINANCIAL IMPLICATIONS

The scheme is estimated to cost £2,000,000 and is to be funded (subject to the approval of the business case by Transport for Greater Manchester) from the MCF Capital fund.

Please note that approval of any scheme or part of scheme does not guarantee that sufficient finance will be available to implement it. Granting of funding will be subject to submission of a business case to the Mayor's Challenge Fund and approval of that business case.

8. TIMESCALES

If approved, the scheme is expected to progress in the autumn / winter of 2021.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

10. CONCLUSIONS AND RECOMMENDATIONS

The Area Committee is asked to comment on this report and recommend that the Cabinet Member (Economy & Regeneration) approves the implementation of the scheme and the legal advertising of the Traffic Regulation Orders contained in Appendix B and subject to no objections being received within 21 days from the advertisement date the orders can be made.

Background Papers

Anyone wishing further information please contact Nick Whelan on telephone number Tel: 07800 618251 or by email on nick.whelan@stockport.gov.uk

Appendix A – Drawings

Consultation Drawings

F 0284 000 010

F 0284 000 011

F 0284 000 012

F 0284 000 013

F 0284 000 014

F 0284 000 015

F 0824-000-013 REV A

F 0824-000-015 REV A

Appendix B – Schedule of Traffic Regulation Orders

Revocations

Revocation of No Waiting at Any Time

- Green Lane (western access) easterly side, from the intersection with Stockport Road for a distance of 10 metres in a southerly direction.
- Green Lane (eastern access) westerly and northerly side, from the intersection with Stockport Road for a distance of 10 metres in a southerly then westerly direction.
- Green Lane (eastern access) southerly side, from the intersection with Stockport Road for a distance of 12 metres in a westerly direction.
- Stockport Road, northerly side from the easterly kerbline of John Street for a distance of 17 metres in an easterly direction.
- John Street, easterly side from the intersection with Stockport Road for a distance of 3 metres in a northerly direction.
- Stockport Road, northerly side from the westerly kerbline of Guywood Lane for a distance of 78 metres in a westerly direction.
- Compstall Road, northerly side from the easterly kerbline of Guywood Lane for a distance of 10 metres in an easterly direction.
- Guywood Lane, westerly side from the intersection with Stockport Road for a distance of 22 metres in a northerly direction.
- Guywood Lane, easterly side from the intersection with Compstall Road for a distance of 22 metres in a northerly direction.
- Compstall Road, northerly side from a point 14 metres west of the westerly kerbline of Central Drive to a point 22 metres east of the easterly kerbline of Sandy Lane.
- Central Drive, westerly side from the intersection with Compstall Road for a distance of 67 metres in a northerly direction.
- Central Drive, easterly side from the intersection with Compstall Road for a distance of 36 metres in a northerly direction.

- Sandy Lane, westerly side from the intersection with Compstall Road for a distance of 43 metres in a northerly direction.
- Sandy Lane, easterly side from the intersection with Compstall Road for a distance of 63 metres in a northerly direction.

Revocation of No Waiting Mon-Sat 8am to 6pm

- Compstall Road, northerly side from a point 22 metres east of the easterly kerbline of Sandy Lane to a point 9 metres west of the westerly kerbline of Carlton Avenue.

Revocation of Limited Waiting 30mins Mon-Sat 8am-6pm No Return 1Hr 30mins

- Stockport Road, northerly side from a point 17 metres east of the easterly kerbline of John Street for a distance of 31 metres in an easterly direction.
- Stockport Road, northerly side from a point 52 metres east of the easterly kerbline of John Street for a distance of 9 metres in an easterly direction.

Proposals

Proposed No Waiting at Any Time

- Green Lane (western access) easterly side, from the intersection with Stockport Road for a distance of 13 metres in a southerly direction.
- Green Lane (eastern access) westerly and northerly side, from the intersection with Stockport Road for a distance of 10 metres in a southerly then westerly direction.
- Green Lane (eastern access) south easterly side, from the intersection with Stockport Road for a distance of 4 metres in a westerly then southerly direction.
- Stockport Road, northerly side from the easterly kerbline of John Street for a distance of 10 metres in an easterly direction.
- John Street, easterly side from the intersection with Stockport Road for a distance of 3 metres in a northerly direction.
- Stockport Road, northerly side from the westerly kerbline of Guywood Lane for a distance of 104 metres in a westerly direction.

- Compstall Road, northerly side from the easterly kerbline of Guywood Lane for a distance of 10 metres in an easterly direction.
- Guywood Lane, westerly side from the intersection with Stockport Road for a distance of 22 metres in a northerly direction.
- Guywood Lane, easterly side from the intersection with Compstall Road for a distance of 22 metres in a northerly direction.
- Compstall Road, northerly side from a point 14 metres west of the westerly kerbline of Central Drive to a point 22 metres east of the easterly kerbline of Sandy Lane.
- Central Drive, westerly side from the intersection with Compstall Road for a distance of 67 metres in a northerly direction.
- Central Drive, easterly side from the intersection with Compstall Road for a distance of 36 metres in a northerly direction.
- Sandy Lane, westerly side from the intersection with Compstall Road for a distance of 45 metres in a northerly direction.
- Sandy Lane, easterly side from the intersection with Compstall Road for a distance of 60 metres in a northerly direction.
- Compstall Road, southerly side from the easterly kerbline of Beechwood Avenue for a distance of 13 metres in an easterly direction.

Proposed No Waiting Mon-Sat 8am to 6pm

- Compstall Road, northerly side from a point 22 metres east of the easterly kerbline of Sandy Lane to a point 60 metres west of the westerly kerbline of Carlton Avenue.

Proposed Limited Waiting 30mins Mon-Sat 8am-6pm No Return 1Hr 30mins

- Stockport Road, northerly side from a point 10 metres east of the easterly kerbline of John Street for a distance of 30 metres in an easterly direction.

Proposed One Way Traffic (south to north)

- Central Drive, for traffic moving in a northerly direction, from its junction with Compstall Road for a distance of 32 metres in a northerly direction.

Proposed Prohibition of Entry except cycles

- Central Drive, for traffic moving in a southerly direction from a point 32 metres north of the northerly kerbline of Compstall Road for a distance of 32 metres in a southerly direction.

Proposed 20mph Speed Limit Zone

- Compstall Road, in both directions from the intersection with Carlton Avenue to the intersection with Guywood Lane.
- Stockport Road, in both directions from the intersection with Guywood Lane to a point 27m east of the easterly kerbline of Hill Rise.
- Hill Street, in both directions, for its full length.
- Hill Court Mews, in both directions, for its full length.
- John Street, in both directions, for its full length.
- John's Place, in both directions, for its full length.
- Central Drive, in both directions from the intersection with Compstall Road for a distance of 32 metres in a northerly direction.
- Sandy Lane, from the intersection with Compstall Road to the intersection with Heyworth Avenue.
- Beechwood Avenue, in both directions, for its full length.
- Oak Avenue, in both directions, for its full length.
- Lyme Grove, in both directions, for its full length.
- Birch Avenue, in both directions, for its full length.

Proposed Puffin Crossing Facility (establishment notice only)

- Stockport Road, Puffin crossing located approximately 17 metres east of the easterly kerbline of Hole House Fold.
- Stockport Road, Puffin crossing located approximately 12 metres west of the westerly kerbline of Beech Lane.

Proposed Parallel Crossing Facility (establishment notice only)

- Compstall Road, Parallel crossing located approximately 14 metres west of the westerly kerbline of Central Drive.

Proposed Toucan Crossing Facility (establishment notice only)

- Compstall Road, Toucan crossing located approximately 22 metres east of the easterly kerbline of Birch Avenue.

Proposed Two Way Cycle Facilities on existing adopted highway (Moving TRO not required)

- Compstall Road, northern footway from its intersection with Central Drive for a distance of 12 metres in a westerly direction.
- Compstall Road, southern footway from its intersection with Oakwood Road for a distance of 79 metres in a easterly direction.

Proposed Shared Use Cycle/Pedestrian Facilities on existing adopted highway (Moving TRO not required)

- Compstall Road, southern footway from a point 15 metres east of the easterly kerbline of Birch Avenue to a point 6 metres east of the easterly kerbline of Tangshutts Lane.
- Compstall Road, northern footway from a point 8 metres east of the projected easterly kerbline of Birch Avenue for a distance of 29 metres in an easterly direction.

Proposed Traffic Calming Feature, Junction Table (75 mm high 1:15 gradient)

- Stockport Road, at its junction with Hill Street, entire width of road from a point 8 metres west of its junction with Hill Street for approximately 18 metres in an easterly direction.
- Hill Street, at its junction with Stockport Road, entire width of road from the intersection of Stockport Road for approximately 5 metres in a northerly direction.
- Stockport Road, at its junction with John Street, entire width of road from a point 7 metres west of its junction with John Street for approximately 17 metres in an easterly direction.
- John Street, at its junction with Stockport Road, entire width of road from the intersection of Stockport Road for approximately 5 metres in a northerly direction.
- Church Lane, at its junction with Stockport Road, entire width of road from the intersection of Stockport Road for approximately 13 metres in a southerly direction.

- Compstall Road, at its junction with Oakwood Road, entire width of road from a point 4 metres west of its junction with Oakwood Road for approximately 17 metres in an easterly direction.
- Oakwood Road, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 10 metres in a southerly direction.
- Central Drive, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 7 metres in a northerly direction.
- Compstall Road, entire width of road from a point 8 metres west of the westerly kerbline of Sandy Lane to a point 18 metres east of the easterly kerbline of Sandy Lane.
- Sandy Lane, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 16 metres in a northerly direction.
- Beechwood Avenue, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 7 metres in a southerly direction.
- Lyme Grove, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 9 metres in a southerly direction.
- Birch Avenue, at its junction with Compstall Road, entire width of road from the intersection of Compstall Road for approximately 12 metres in a southerly direction.

Proposed Traffic Calming Feature, Flat Top Hump (75 mm high 1:15 gradient)

- Stockport Road, entire width of road from a point 7 metres west of its junction with Beech Lane for approximately 11 metres in a westerly direction.
- Compstall Road, entire width of road from a point 6 metres west of its junction with Lyme Grove for approximately 8 metres in a westerly direction.
- Compstall Road, entire width of road from a point 14 metres east of its junction with Birch Avenue for approximately 15 metres in an easterly direction.